

COUNTRY East Germany

REPORT NO.

TOPIC Erfurt-Bindersleben Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 20 October 1952 to 31 January 1953

DATE OBTAINED 25X1
EPARED 9 March 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

1. In November and December 1952, air activity at Erfurt-Bindersleben airfield was slight. Flying was only conducted at fair weather and did not follow a recognizable pattern. Four MiG-15s were parked on both sides of the flight control station.¹
2. On 15 November, underground bunkers were being built in three large pits southwest of the flight control station. The roof of the bunkers was constructed of logs which were covered with earth. The entrance to the bunkers was toward the south. Six lines extended from the north-eastern bunker to the airfield billets. On 18 November, AAA emplacements had been completed northeast of Bindersleben. Guns were seen at these emplacements. On 3 December, no activities were observed at the bunkers or the AAA emplacements. Between 7 and 14 December, entrenching work was being done at the AAA emplacement. Four or five trucks were used for the removal of earth.²
3. In November, two aircraft revetments were constructed. Entrenching and leveling work continued north of Bindersleben and at the eastern edge of the field in early December. On 11 and 13 December, 40 to 50 men were levelling an area north of Bindersleben.
4. In November, a radio station with two masts east of the flight control station and 1 PKV-45 DF station east of the field. Railroad tank cars were last seen in the area of the former hangars on 4 December.

5.

25X1

SECRET [REDACTED]

25X1 [REDACTED]

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25X1

7. [REDACTED] large quantities of concrete slabs had been shipped to the field in November 1952.⁴
8. About 9:30 a.m. on 30 December, a jet fighter landed at the field. Weather was 5/10 overcast and visibility about 6 km. About 2 p.m., [REDACTED] a jet fighter without left wing and landing gear about 200 meters southwest of the flight control station. It appeared that this plane had made a crash landing. A mobile crane and several trucks were seen near the plane [REDACTED]. On 25 December, two jet planes practiced aerobatics at great altitudes. [REDACTED]. At 10:30 a.m. on 25 January 1953, two jet planes, one of them [REDACTED] took off together. The runway was kept clear of snow. Snowplows were repeatedly seen in operation.¹

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9. In late 1952, [REDACTED] a radio installation with four masts at the eastern edge of the airfield, and a radio installation with one mast besides a radio truck with a multiple unit antenna about 40 meters north of the former installation. East of the radio installation with four masts there was another such radio installation. None of these installations were seen at these locations in late January. On 28 January, [REDACTED] two radio trucks being towed by a caterpillar tractor from the eastern edge of the field to the garages.⁵

25X1

10. [REDACTED] 4 x 37-mm guns at the AAA emplacement on the southern border of the field. Further AAA guns might have been emplaced there. The crews of the guns lived in underground bunkers, which were improved in December.²

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11. In December 1952, a fuel dump was being established at the eastern edge of the installation, north of the former officers' billets. Seven containers in the size of railroad tank cars had already arrived there. Work was being done on aircraft revetments in the southwestern corner of the field. Six revetments were almost completed. They were being covered with humus. The number of aircraft revetments under construction at the field could not be determined. About 120 soldiers were daily trucked to the field from the direction of Erfurt for construction work. Trucks [REDACTED] were used for this purpose.⁴

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12. The pierced steel runway planks which arrived at the field by rail, measured about 200 x 50 cm. It appeared that several such planks were interconnected by joints.⁶

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13. [REDACTED]

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1. [REDACTED] Comment. According to available information, an alert unit of about four MiG-15s is stationed at Erfurt-Bindersleben airfield. It is believed that this alert unit was detached from the

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fighter division in Merseburg. [REDACTED]

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25X1 2.

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[REDACTED] Comment. The existence of the AAA emplacement reported was previously known. For sketch of the emplacement, see Annex 1. Since the terrain rises from the road toward the emplacement, the emplacement is partially obstructed to view. For sketch of the installation, see Annex 2.

25X1

25X1 3.

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[REDACTED] Comment. The arrival of concrete slabs, which will probably be used for aircraft revetments was reported previously. [REDACTED] The large number of soldiers employed on the construction of aircraft revetments indicates that the occupation of the field will be increased in the spring.

25X1 4.

[REDACTED] Comment. The removal of the DF stations seems to indicate that the field will be temporarily deactivated.

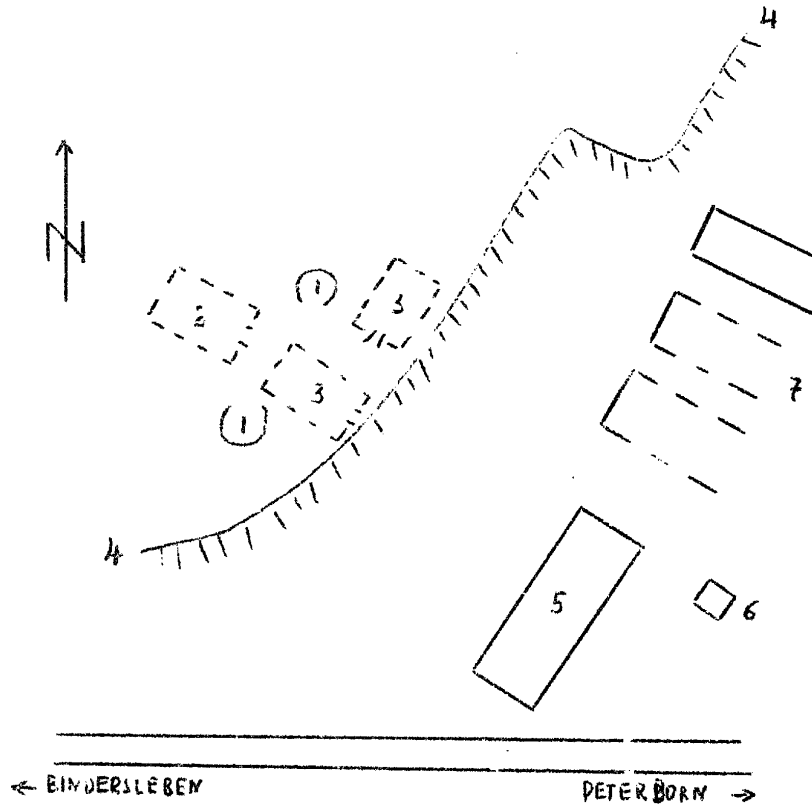
25X1 5.

[REDACTED] Comment. The arrival at the field of pierced steel planks was last observed in September 1952. [REDACTED]

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Annex 1

AAA Emplacement at Erfurt-Bindersleben AirfieldLegend:

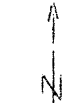
- 1 Two 37-mm guns (further guns are probably available)
- 2 Command bunker, about 10 x 15 meters
- 3 Bunkers
- 4 Terrain elevation
- 5 Kitchen
- 6 Probably ammunition bunker
- 7 Garages, two of them destroyed

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Annex 2

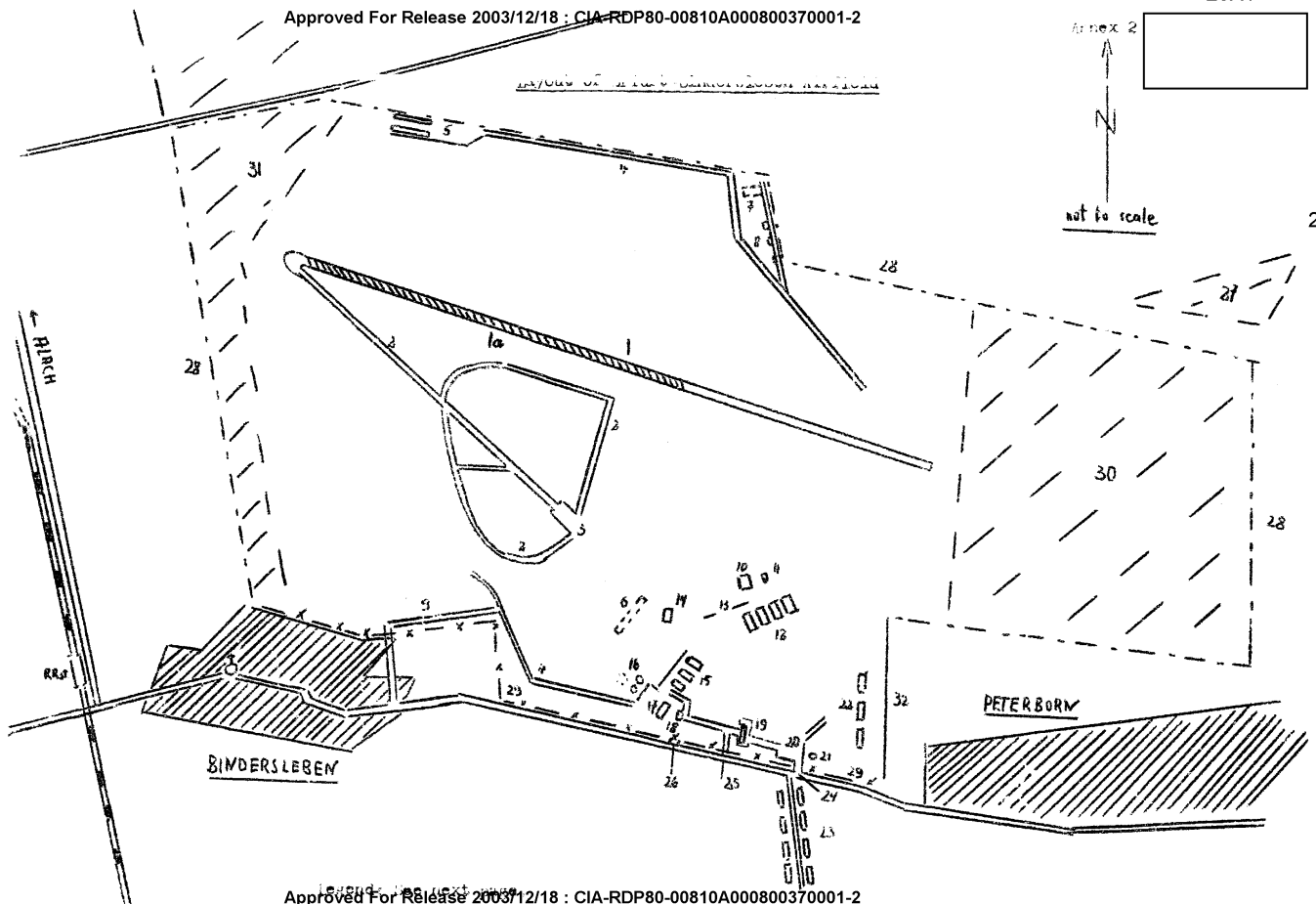


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SECRET [REDACTED]

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Annex 2 [REDACTED]

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Legend:

- 1 Runway, 1,850 x 50 meters
- 1a Section of runway covered with coarse wire netting
- 2 Concrete taxiways, 15 to 20 meters wide
- 3 Concrete platform, presumable location of former filling station
- 4 Concrete roads, damaged but useable; about 15 meters wide
- 5 Former filling station with underground fuel installation; 4 containers with a capacity of 25,000 liters each
- 6 Parking site for railroad tank cars
- 7 Bunker, unused
- 8 Former loading ramp and ammunition bunkers
- 9 Concrete road (?) with construction site north of it
- 10 Wooden flight control station, about 30 x 30 meters and observation tower, about 8 x 8 meters and 3.5 meters high
- 11 Wooden cabin in the shape of a vehicle trailer with a mast on its roof about 4 meters high
- 12 Four wooden hangars, about 30 x 50 meters and 6 meters high
- 13 Parking lots for two MiG-15s each
- 14 Two-story wooden building, about 15 x 25 meters, completed in November 1952; utilization unknown
- 15 Three garages; the northern garage is in operation, the two other ones are destroyed
- 16 AAA emplacement
- 17 Kitchen
- 18 Motor vehicle repair shop
- 19 Roofed-over parking site for about 20 trucks
- 20 Concrete apron, used as parking site for vehicles
- 21 Guarded gate
- 22 Officers' billets; the southern building probably is the komendatura
- 23 Eight quartering buildings, six of them with 24 rooms each, two of them with 32 rooms each; the northwestern building probably is the airfield headquarters

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SECRET [REDACTED]

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Annex 2

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- 24 Main gate, guarded
- 25 Gate for trucks, unguarded
- 26 Gate, not used
- 27 Construction site
- 28 Airfield boundaries
- 29 Wire fence
- 30 Raised terrain, not yet serviceable
- 31 Area which has not yet been leveled
- 32 Brick wall

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